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MT LEGISLATIVE HISTORY

Chapter 366 1981

Bill H _____ (S) 434 Original bill & hist. ✓C

H. Committee on Hwys & Transp.		S. Committee on Hwys & Transp.	
Hearing Date(s) MAR10	✓C	Hearing Date(s) FEB12	✓C
_____	___C	_____	___C
_____	___C	_____	___C
_____	___C	_____	___C
Date Out MAR10	✓C	_____	___C

Did this bill originate in an interim committee? ___Yes ___No

Committee _____ Report _____

SENATE BILL NO. 434

INTRODUCED BY TVEIT

IN THE SENATE

February 11, 1981	Introduced and referred to Committee on Highways and Transportation.
February 18, 1981	Committee recommend bill do pass as amended. Report adopted.
February 19, 1981	Bill printed and placed on members' desks.
February 20, 1981	Second reading, do pass.
February 23, 1981	Correctly engrossed.
February 24, 1981	Third reading, passed. Ayes, 46; Noes, 1. Transmitted to House.

IN THE HOUSE

March 3, 1981	Introduced and referred to Committee on Highways and Transportation.
March 12, 1981	Committee recommend bill be concurred in as amended. Report adopted.
March 21, 1981	Second reading, concurred in.
March 24, 1981	Third reading, concurred in as amended. Ayes, 86; Noes, 12.

IN THE SENATE

March 25, 1981	Returned from House with amendments.
April 1, 1981	On motion, consideration be passed for the day.

April 2, 1981	Second reading, amendments concurred in.
April 4, 1981	Third reading, amendments concurred in. Ayes, 46; Noes, 1. Sent to enrolling.
	Reported correctly enrolled.

Senate BILL NO. 434

INTRODUCED BY Trust

A BILL FOR AN ACT ENTITLED: "AN ACT TO PROVIDE THAT, UNDER THE GROSS VEHICLE WEIGHT LAW, THE MAXIMUM LOAD PER INCH OF TIRE WIDTH MAY NOT EXCEED 550 POUNDS; AMENDING SECTIONS 61-10-105 AND 61-10-107, MCA."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

Section 1. Section 61-10-105, MCA, is amended to read:

"61-10-105. Permissible loads. (1) An axle may not carry a load in excess of 18,000 pounds. An axle load is defined as the total load transmitted to the road by all wheels whose centers are included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle.

(2) (a) The gross weight of a group of axles of a vehicle or combination of vehicles, if the distance between first and last axles of a group of axles is 18 feet or less, and the gross weight of a vehicle if the distance between the first and last axles of all the axles of the vehicle is 18 feet or less, may not exceed that set forth in the following table of weights:

Distance in Feet Between the First and Last Axles of any Group of Axles of any Vehicle or Combination of Vehicles or Between the First and Last Axles of all of the Axles of any Vehicle.	Maximum Gross Weight, in Pounds, of any Group of Axles, of any Vehicle or Combination of Vehicles, or of any Vehicle.
4	32,000
5	32,000
6	32,200
7	32,900
8	33,600
9	34,300
10	35,000
11	35,700
12	36,400
13	37,100
14	43,200
15	44,000
16	44,800
17	45,600
18	46,400

(b) The gross weight of a vehicle or combination of vehicles, if the distance between the first and last axles of the vehicle or combination of vehicles is more than 18 feet, may not exceed that set forth in the following table of weights:

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INTRODUCED BILL
SB 434

Distance in Feet Between the First and Last Axles of all the Axles of a Vehicle or Combination of Vehicles.	Maximum Gross Weight, in Pounds, of any Vehicle or Combination of Vehicles.
18	46,400
19	47,200
20	48,000
21	48,800
22	49,600
23	50,400
24	51,200
25	55,250
26	56,100
27	56,950
28	57,800
29	58,650
30	59,500
31	60,350
32	61,200
33	62,050
34	62,900
35	63,750
36	64,600
37	65,450
38	66,300

39	68,000
40	70,000
41	72,000
42	73,280
43	73,280
44	73,280
45	73,280
46	73,280
47	73,280
48	73,280
49	73,280
50	73,280
51	73,280
52	73,600
53	74,400
54	75,200
55	76,000
56	76,400
57	76,800

(3) Notwithstanding a vehicle's conformance with the requirements of subsection (1), its maximum load per inch of tire width may not exceed 550 pounds, based on the following table showing credit in inches allowed for calculating total pounds permissible per tire:

Multiply Inches Allowed by Load Limit Per Inch of Tire Width

Tubeless Tire size	Conventional Replacement Tubed Tire Size	Inches Credit Allowed When Calculating Total Pounds Permissible Per Tire
6.00-16	6.00-16	6
6.50-16	6.50-16	6-1/2
7-17.5	7.00-15	7
7-22.5	6.50-20 & 7.00-20	7
8-17.5	7.00-16, 7.50-15 & 7.50-16	7-1/2
8-19.5	7.00-17 & 7.50-17	7-1/2
8-22.5	7.50-20	7-1/2
9-22.5	8.25-20	8-1/4
10-22.5	9.00-20	9
11-22.5	10.00-20	10
11-24.5	10.00-22	10
12-22.5	11.00-20	11
12-24.5	11.00-22	11

Duplex Tires (new type single tires to replace dual tires) Load limits shall be computed for duplex tires on the number of inches shown on tire marking. They are not to be computed on the basis of inches of tire replaced.

Example:

18" duplex tire at 400 pounds for inch width = 7200 pounds."

Section 2. Section 61-10-107, MCA, is amended to read:

"61-10-107. Maximum gross axle weight -- permit required. (1) The department of highways may, based on evaluation of safety, highway capacity, and economics of highway maintenance and vehicle operation, authorize by special permit at a fee of $10, specifying highway routings, the operation of a vehicle having two but not more than nine axles if the maximum single axle load is 20,000 pounds and if no two consecutive axles more than 40 inches or less than 96 inches apart carry a load in excess of 34,000 pounds. For purposes of this section, axles 40 inches or less apart are considered as a single axle. The maximum gross weight allowed on a vehicle or combination so authorized by this special permit shall be determined by the formula W equals 500 (LN/N minus 1 plus 12N plus 36) in which W equals gross weight, L equals wheel base in feet, and N equals number of axles. However, the maximum allowable gross weight on a group of axles may not exceed the following values:

2 axles	40,000 pounds
3 axles	60,000 pounds
4 axles	80,000 pounds
5 axles	85,500 pounds
6 axles	90,000 pounds
7 axles	105,500 pounds

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8 axles	105,500 pounds
9 axles	105,500 pounds

(2) Notwithstanding a vehicle's conformance with the requirements of subsection (1), its maximum load per inch of tire width may not exceed 550 pounds, based on the table in 61-10-105(3).

~~(2)~~(3) This section does not apply to highways which are a part of the national system of interstate and defense highways (as referred to in 23 U.S.C. 127) when application of this section would prevent this state from receiving federal funds for highway purposes."

-End-

Approved by Committee
on Highways & Transportation

SENATE BILL NO. 434

INTRODUCED BY TVEIT

A BILL FOR AN ACT ENTITLED: "AN ACT TO PROVIDE THAT, UNDER THE GROSS VEHICLE WEIGHT LAW, THE MAXIMUM LOAD PER INCH OF TIRE WIDTH, EXCLUDING THE STEERING AXLE, MAY NOT EXCEED 550 600 POUNDS; AMENDING SECTIONS 61-10-105 AND 61-10-107, MCA."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

Section 1. Section 61-10-105, MCA, is amended to read:

"61-10-105. Permissible loads. (1) An axle may not carry a load in excess of 18,000 pounds. An axle load is defined as the total load transmitted to the road by all wheels whose centers are included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle.

(2) (a) The gross weight of a group of axles of a vehicle or combination of vehicles, if the distance between first and last axles of a group of axles is 18 feet or less, and the gross weight of a vehicle if the distance between the first and last axles of all the axles of the vehicle is 18 feet or less, may not exceed that set forth in the following table of weights:

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7	32,900
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12	36,400
13	37,100
14	43,200
15	44,000
16	44,800
17	45,600
18	46,400

(b) The gross weight of a vehicle or combination of vehicles, if the distance between the first and last axles of the vehicle or combination of vehicles is more than 18 feet, may not exceed that set forth in the following table of weights:

SECOND READING

Distance in Feet Between the First and Last Axles of all the Axles of a Vehicle or Combination of Vehicles.	Maximum Gross Weight, in Pounds, of any Vehicle or Combination of Vehicles.
18	46,400
19	47,200
20	48,000
21	48,800
22	49,600
23	50,400
24	51,200
25	55,250
26	56,100
27	56,950
28	57,800
29	58,650
30	59,500
31	60,350
32	61,200
33	62,050
34	62,900
35	63,750
36	64,600
37	65,450
38	66,300

39	68,000
40	70,000
41	72,000
42	73,280
43	73,280
44	73,280
45	73,280
46	73,280
47	73,280
48	73,280
49	73,280
50	73,280
51	73,280
52	73,600
53	74,400
54	75,200
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56	76,400
57	76,800

(3) Notwithstanding a vehicle's conformance with the requirements of subsection (1), its maximum load per inch of tire width, EXCLUDING THE STEERING AXLE, may not exceed 559 600 pounds, based on the following table showing credit in inches allowed for calculating total pounds permissible per tire:

Multiply Inches Allowed by Load Limit Per Inch of Tire Width

Tubeless Tire size	Conventional Replacement Tubed Tire Size	Inches Credit Allowed When Calculating Total Pounds Permissible Per Tire
6.00-16	6.00-16	6
6.50-16	6.50-16	6-1/2
7-17.5	7.00-15	7
7-22.5	6.50-20 & 7.00-20	7
8-17.5	7.00-16, 7.50-15 & 7.50-16	7-1/2
8-19.5	7.00-17 & 7.50-17	7-1/2
8-22.5	7.50-20	7-1/2
9-22.5	8.25-20	8-1/4
10-22.5	9.00-20	9
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12-22.5	11.00-20	11
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Example:

18" duplex tire at 400 pounds for inch width -- 7200

pounds."

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"61-10-107. Maximum gross axle weight -- permit required. (1) The department of highways may, based on evaluation of safety, highway capacity, and economics of highway maintenance and vehicle operation, authorize by special permit at a fee of $10, specifying highway routings, the operation of a vehicle having two but not more than nine axles if the maximum single axle load is 20,000 pounds and if no two consecutive axles more than 40 inches or less than 96 inches apart carry a load in excess of 34,000 pounds. For purposes of this section, axles 40 inches or less apart are considered as a single axle. The maximum gross weight allowed on a vehicle or combination so authorized by this special permit shall be determined by the formula W equals 500 (LN/N minus 1 plus 12N plus 36) in which W equals gross weight, L equals wheel base in feet, and N equals number of axles. However, the maximum allowable gross weight on a group of axles may not exceed the following values:

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9 axles	105,500 pounds

(2) Notwithstanding a vehicle's conformance with the requirements of subsection (1), its maximum load per inch of tire width, EXCLUDING THE STEERING AXLE, may not exceed 550 600 pounds, based on the table in 61-10-105(3).

~~(2)~~(3) This section does not apply to highways which are a part of the national system of interstate and defense highways (as referred to in 23 U.S.C. 127) when application of this section would prevent this state from receiving federal funds for highway purposes."

-End-

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(2) Notwithstanding a vehicle's conformance with the requirements of subsection (1), its maximum load per inch of tire width, EXCLUDING THE STEERING AXLE, may not exceed 550 600 pounds, based on the table in 61-10-105(3).

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-End-

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REFERENCE BILL

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8-22.5	7.50-20	7-1/2
9-22.5	8.25-20	8-1/4
10-22.5	9.00-20	9
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~~(2)~~(3) This section does not apply to highways which are a part of the national system of interstate and defense highways (as referred to in 23 U.S.C. 127) when application of this section would prevent this state from receiving federal funds for highway purposes."

SECTION 3. EFFECTIVE DATE. THIS ACT IS EFFECTIVE JULY 1, 1981.

-End-

HOUSE COMMITTEE ON HIGHWAYS AND TRANSPORTATION
MARCH 10, 1981
AMENDMENTS TO SENATE BILL 434

OUSE AMENDMENTS TO:

espectfully report as follows: That SENATE Bill No. 434

Title, line 7.
Following: "POUNDS;"
Insert: "PROVIDING AN EFFECTIVE DATE;"

Page 7, line 13.
Following: line 12
Insert: "Section 3. Effective date. This act is effective July 1, 1981."

HIGHWAYS AND TRANSPORTATION COMMITTEE

47th Legislature

Bill No.	Subject Matter	Date In	Sponsor	Hearing Date	Committee Action	Date Out
748	An act providing for safety inspections for motor carriers; providing for implied consent to inspections by motor carriers; ...	2/13/81	Meyer	2/17/81	DO PASS	2/19/81
749	An act providing for safety standards and inspections for motor vehicles used in commerce weighing in excess of 26,000 pounds gross vehicle.	2/13/81	Meyer	2/17/81	AS AMENDED DO PASS	2/19/81
SB 346	An act to increase the maximum gross vehicle weight allowed without special permit; to increase the fees charged for certain	2/17/81	Graham	2/19/81	DO PASS	2/19/81
SB 422	An act to extend for 2 years the deadline to expend or encumber coal area highway reconstruction funds appropriated prior to June 30, ...	2/21/81	Graham	3/10/81	AS AMENDED BE CONCURRED IN	3/10/81
SB 434	An act to provide that, under the gross vehicle weight law, the maximum load per inch of tire width may not exceed 500 pounds; ...	3/3/81	Tveit	3/10/81	AS AMENDED BE CONCURRED IN	3/10/81
SB 462	An act to revise the method used by the Department of Highways to sell an interest in real property; ...	3/3/81	Hager	3/10/81	BE CONCURRED IN	3/10/81

MINUTES OF THE MEETING OF THE HIGHWAYS AND TRANSPORTATION COMMITTEE
MARCH 10, 1981

The meeting of the House Highways and Transportation Committee convened on Tuesday, March 10, 1981, at 1:00 p.m. in Room 437 of the Capitol Building with CHAIRMAN PAUL KROPP presiding and twelve members present (REPS. HEMSTAD, OBERG, SHONTZ, and STOBIE were absent).

CHAIRMAN KROPP opened the hearing on SB 434.

SENATE BILL 434 SENATOR LARRY TVEIT, sponsor, presented the bill which would provide that the maximum load per inch of tire width may not exceed 550 pounds. He felt this bill would help the problem of highway deterioration.

Speaking as a proponent of the bill was DON GRUEL, Department of Highways, who said the intent is to place more tires on the road to transport the weight.

BEN HAVDAHL, Montana Motor Carriers, supported the bill saying that his organization will be affected by passage of this but they are agreeable.

There were no OPPONENTS.

During questions from the committee, REP. BRAND asked how this will affect Monana trucks going to other states. MR. HAVDAHL replied that other states already have tire standards.

SENATOR TVEIT closed on the bill asking that the bill be amended to have a July 1 effective date.

The hearing on SB 434 closed and one opened on SB 422.

SENATE BILL 422 SENATOR GRAHAM, chief sponsor, presented the bill which would extend for two years a deadline to expend or encumber coal area highway reconstruction funds. The deadline expires on June 30, 1981 unless renewed by this bill. If the deadline did expire, the funds would revert to the general fund. Companies should be consulted before the funds are used.

Speaking as a proponent was PAT WILSON, representing Montco. She said her company is interested in coal monies going into the roads needed by the areas of development.

There were no OPPONENTS.

During questions from the committee, REP. FABREGA asked if there should be an effective date. If the funds expire June 30 but the legislature passes October 1 as the effective date of legislation, there would be a three-month lapse. SENATOR GRAHAM said it would be fine to amend the bill to an immediate effective date.

EXECUTIVE SESSION SENATE BILL 422 REP. METCALF moved DO PASS on an amendment which would provide an immediate effective date. It PASSED.

REP. METCALF then moved that SENATE BILL 422 BE CONCURRED IN AS AMENDED. The motion PASSED with REPS. HARP, IVERSON, WINSLOW, WALLIN, and ANDERSON opposing.

REP. METCALF will carry the bill in the House.

SENATE BILL 462 REP. BRAND moved the bill BE CONCURRED IN. The motion PASSED.

REP. WALLIN will carry the bill.

SENATE BILL 434 REP. METCALF moved to amend the bill providing an effective date of July 1. It PASSED.

REP. METCALF then moved AS AMENDED BE CONCURRED IN and it PASSED.

REP. METCALF will carry the bill.

REP. HARP then introduced SCOTT SEACAT and GAYLE LARSON of the Legislative Auditor's office.

MR. SEACAT said the concern of the Legislative Audit Committee in doing a performance audit regarding the Department of Highways is that the area is too broad. He suggested that perhaps two or three areas be investigated. Two of the areas suggested were motor pool functions and centralized services.

Several committee members mentioned checking into the appraisal process used by the department also.

REP. WALLIN felt the structure of the department should be examined.

REP. HARP stated he would like to see the performance audit done and also have an interim committee study the problems.

The consensus of the committee was to do both the resolution asking for an interim study and the performance audit.

The meeting adjourned at 2:30 p.m.

Respectfully submitted,

Paul Kropp

PAUL KROPP, CHAIRMAN

Ellen Engstedt, Secretary

VISITORS' REGISTER

HOUSE HIGHWAYS AND TRANSPORTATION COMMITTEE

BILL SB 434 Date 3/10/81

SPONSOR TVEIT

NAME	RESIDENCE	REPRESENTING	SUP-PORT	OP POS
Don Cooley	Helena, Mt.	Dept of Highways	↘	
Dick	Helena	" " "	✓	
Ben Havdahl	Helena	Montana Motor Carriers	✓	
Larry Tveit	Fairfield	Senator	✓	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR LONGER FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Form CS-33

SENATE BILL 434

S.B. 434 was introduced by Senator Tveit out of concern for the deterioration of our highway system. In recent years there has been a trend for some trucking firms to remove two tires from a dual axle. This practice allows them to carry greater payloads before the maximum gross weight of the vehicle is reached, but at the same time creates a problem in that weight is concentrated on a narrower width of tire. The greater weight per inch of tire width has been accelerating the deterioration of certain highways around the state.

Presently maximum axle loads may be carried on any size tire and on single tires rather than dual tires. This bill provides for a maximum loading of 600 lbs. per inch width of tire, exclusive of the steering axle, and would therefore require sufficient tire size or a sufficient number of tires to distribute the permissible maximum axle load. The bill also insures that regardless of tire size and number of tires, the maximum axle loads cannot be exceeded. (20,000 lbs. on a single axle and 34,000 lbs. on a tandem axle.)

For example, consider an axle with 10 inch wide tires. On a single axle under present law the maximum permissible load is 20,000 pounds. If the axle has four tires, the weight per inch of tire width will be 500 pounds. If, however, two tires are removed, the axle may still carry 20,000 pounds, but the weight per inch of tire width will be 1,000 pounds.

If this bill is enacted, the maximum permissible weight will still be 20,000 pounds, but the axle will be required to have sufficient tire width to carry that weight. In my example, the axle with four tires at 500 pounds per inch width would be in compliance with the law. If, however, two tires are removed, the maximum weight which may be carried is limited to 12,000 pounds which is 600 pounds per inch width times two 10 inch tires.

We are all keenly aware of the condition of our highway system, and this bill is a vehicle by which we can help protect our roads.

BG:snk:3J

47TH LEGISLATIVE SESSION

SENATE BILLS

COMMITTEE ON HIGHWAYS & TRANSPORTATION

BILL NO.	ENTERED COMM.	DATE CONSIDERED	OUT OF COMM.	DO PASS DATE	DO NOT PASS DATE	DO PASS AS AMEND. DATE	BE CONCURRED IN DATE	BE CONC. IN AS AMENDED DATE	BE NOT CONCURRED IN DATE
SB 66	1/6/81	1/15/81	1/20/81			1/20/81			
SB 70	1/7/81	1/20/81	1/22/81		1/22/81				
SB 79	1/8/81	1/20/81	1/20/81	1/20/81					
SB 157	1/19/81	1/22/81	1/22/81	1/22/81					
SB 168	1/17/81	1/22/81	1/22/81	1/22/81					
SB 169	1/17/81	1/22/81	1/22/81	1/22/81					
SB 185	1/19/81	1/27/81	1/27/81	1/27/81					
SB 186	1/19/81	1/27/81	1/27/81	1/27/81					
SB 290	2/23/81	Stayed in	Committee						
SB 293	1/27/81	2/3/81	2/14/81		2/5/81 2/14/81				
SB 296	1/27/81	2/3/81	2/3/81	2/3/81					
SB 304	1/28/81	2/5/81	2/5/81	2/5/81					
SB 346	2/2/81	2/10/81	2/10/81			2/10/81			
SB 416	2/10/81	2/14/81	2/17/81		2/17/81				
SB 422	2/10/81	2/14/81	2/14/81			2/14/81			
SB 434	2/11/81	2/17/81	2/17/81			2/17/81			

Use a separate sheet for Senate, House Bills, and Resolutions.

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MAY 5 1981
OF MONTANA

Senator Graham asked Senator Van Valkenburg if he agreed that there would be a fiscal impact.

Senator Van Valkenburg said yes. There would be no fiscal impact on Senate Bill No. 471 or 472, but yes there would be one on Senate Bill No. 473.

Mr. Nelson said they are preparing a fiscal note, that it is in the process now.

Senator Elliott asked about "Youth Court Committee" on Page 5, Section 2, of SB 473. He asked if there was a need for this committee in every county in the state.

Senator Van Valkenburg reported that is the present law. This bill would amend present law and provide membership of the committee.

Senator Elliot asked about the Child Abuse Team on the last page of SB473.

Judy Wing told the committee that in those counties where we have this problem there are Child Abuse Committees and for those counties where the population is not large, they fall under the jurisidiction of the district committee.

Mr. Hanser told the committee there will be some amendments coming to clear up some of the language.

There being no further testimony or questions the hearing on Senate Bill No. 471, 472 and 473 was closed.

CONSIDERATION OF SENATE BILL NO. 434:

Senator Tveit, sponsor of SB 434 told the committee this is an act to provide that, under the gross vehicle weight law, the maximum load per inch of tire width may not exceed 550 pounds.

Senator Tveit offered some amendments to the bill as follows:

1. Title, line 6.
Following: "WIDTH"
Insert: ", EXCLUDING THE STEERING AXLE,"
Strike: "550"
Insert: "600"

2. Page 4, line 22.
Following: "width"
Insert: ",excluding the steering axle,"
Strike: "550"
Insert: "600"

3. Page 7, line 5.
Following: "width"
Insert: ", excluding the steering axle,"
Strike: "550"
Insert: "600"

Senator Etchart asked if there were any proponents to SB 434.

Don Gruel, Department of Highways told the committee they support this bill. He passed out pictures of highways in different parts of the state for the committee to view. They are attached to these minutes.

Jim Beck, Department of Highways said they support this bill and offered to answer any questions the committee might have.

Don Copley, Department of Highways said they support this bill and also offered to answer any questions the committee might have.

Senator Etchart asked if there were any opponents to SB 434.

Mike Rice, Montana Motor Carrier's, said they were not appearing in opposition to the bill with the amendments on them. He offered the following information.

(1) Motor carriers generally use 10" tires; 550# per inch would allow maximum of 11,000 pounds on steering axle - ; Some combinations would require up to 12,000 pounds on the steering axle.

(2) In addition, certain bulk petroleum haulers and wood chip haulers have invested in special trailers that have 4, 5, 6 axles and are designed to operate with single tires.

In order to facilitate this equipment, the pressure per inch of tire would have to be at least 600 pounds per inch.

(3) The pressure per inch tire standard does vary from state to state. Washington has up to 650#; Idaho 800#; Wyoming, Oregon and Utah have a maximum wheel load of 10,000 pounds or 20,000 pounds per axle; South Dakota has 600# per inch; North Dakota 550# per inch.

(4) House is considering and most likely will pass the Multistate Highway Transportation Agreement. The purpose of the agreement is to establish uniform standards, weight, length, etc., for over the road trucks. A tire standard, as being proposed in SB 434, because of variations, would be a prime example of the kind of study to be undertaken by the Multistate Highway Committee.

And last the standard, outmoded way to enforce weights; used before the adoption of the Table B bridge formula by the American Association of Highway Officials 20 years ago.

Senator Etchart asked if there were any questions from the committee.

Senator Elliott asked if the problem with the roads was due to poor construction or loads.

Don Gruel said that even though some of the roads in the pictures are of older construction, they feel it is due to the loads.

Senator Graham asked about tire width per weight.

Mr. Gruel said they put a load limit in the spring for load limit per width.

There being no further questions from the committee, the hearing on SB 434 was closed.

ACTION ON SENATE BILL NO. 416:

Senator Hager reported to the committee he has just received some information that about 280 pre-fab house units are going to be moved from Billings to Coal Strip and they are going to be moved down the highway. They have a height of about between 25 and 30 feet. This is not house moving, but does this fall under this bill?

The Committee discussed the bill at length. Paul Verdon gave the following amendment:

1. Page 1, line 11.
Following: "chapter"
Strike: "7"
Insert: "4"

Senator Elliott reported he was a former manager of a coop and he knows of the problems. I have seen quite a bit of house moving. He said some of the abuses that are going on are, unlimited mileage moves. He offered that if you move a house within certain radius, say ten miles, the house mover would not have to pay. Also, take the best route possible to handle the least number of interruptions of service. And also, give enough advance notice. I would like us to come up with a bill to provide some of these things for both sides.

Senator Graham made the motion that the Committee Do Not Pass SB 416. Vote: 8 aye, 1 nay. Senator Etchart, Hazelbaker, Elliott, Tveit, Manning, Graham, Healy, Stimatz voting aye. Senator Hager voting no. The motion carried.

ACTION ON SENATE BILL NO. 434:

Senator Hazelbaker made the motion that the amendments to SB 434 be adopted. All senators present voting aye, the motion carried.

Senator Hazelbaker made the motion that SB 434 as amended do pass. All Senators present voting aye. The motion carried.

ADJOURNMENT:

There being no further business of the Highways and Transportation Committee the meeting adjourned at 2:05 p.m. The next meeting of the committee will be at 12:30 p.m. on February 19th in Room 410.

Mark Etchart

Senator Mark Etchart, Chairman

cdf

ROLL CALL

SENATE HIGHWAYS & TRANSPORTATION COMMITTEE

47th LEGISLATIVE SESSION - - 1981 Date 2-17-81

NAME	PRESENT	ABSENT	EXCUSED
SENATOR MARK ETCHART	✓		
SENATOR TOM HAGER	✓		
SENATOR FRANK W. HAZELBAKER	✓		
SENATOR ROGER H. ELLIOTT	✓		
SENATOR LARRY J. TVEIT	✓		
SENATOR DAVE MANNING	✓		
SENATOR CARROLL GRAHAM	✓		
SENATOR JACK HEALY	✓ late		
SENATOR LAWRENCE G. STIMATZ	✓		
VERDON - Legislative Council	✓		

Each day attach to minutes.

DATE 2/17/81

COMMITTEE ON Highways & Transportation

VISITORS' REGISTER

NAME	REPRESENTING	BILL #	Check One: Support	Check One: Oppos
Paula Pratt				
Mary Wall				
Chris Venezia				
Lynn Hamm				
Patty O'Connell				
Rick Ibsen				
Sharon Duttrie				
Kristen Johnson				
Bekki Hoff				
Jim Smith				
Vince Juneau				
Brian Welch				
[illegible]				
[illegible]				
[illegible]				
Judy Braff	Youth Justice Council	471-472 473	✓	
Karen Nikolai	LWV of Montana	471, 72, 73	✓	
Judy Wing	SRS			
[illegible]				
Mike Stephen	MT Assn. of Counties			
Bill Huber				
Mike Rice	Montana Motor Carriers	SB 434		✓
[illegible]				
[illegible]				
[illegible]				

(Please leave prepared statement with S...

DATE 2-17 - 81

COMMITTEE ON Highways & Transportation

VISITORS' REGISTER

NAME	REPRESENTING	BILL #	Check One	
			Support	Oppos
Lori Cockerham				
David Johnson				
Steve P. Nelson	Youth Development	471-2-3	X	
Nick Rotering	Dept. of Institutions	473		X
Dan Russell	" " "	473		X
Jeremiah F. Johnson	Youth Court	S.B. 471, 472, 473		✓
James R. Beck	Dept of Hghwys	434	X	
Don Gruel	" " "	434	X	
Don Copley	" " "	434	X	

(Please leave prepared statement with Secretary)

SB 434

(1) Motor carriers generally use 10" tires; 550# per inch would allow maximum of 11,000 pounds on steering axle - ; Some combinations would require up to 12,000 pounds on the steering axle.

(2) In addition, certain bulk petroleum haulers and wood chip haulers have invested in special trailers that have 4, 5, 6 axles and are designed to operate with single tires.

In order to facilitate this equipment, the pressure per inch of tire would have to be at least 600 pounds per inch.

(3) The pressure per inch tire standard does vary from state to state. Washington has up to 650#; Idaho 800#; Wyoming, Oregon and Utah have a maximum wheel load of 10,000 pounds or 20,000 pounds per axle; South Dakota has 600# per inch; North Dakota 550# per inch.

(4) House is considering and most likely will pass the Multistate Highway Transportation Agreement. The purpose of the agreement is to establish uniform standards, weight, length, etc., for over the road trucks. A tire standard, as being proposed in SB 434, because of variations, would be a prime example of the kind of study to be undertaken by the Multistate Highway Committee.

(5) The standard, outmoded way to enforce weights; used before the adoption of the Table B bridge formula by the American Association of Highway Officials 20 years ago.

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 2/17/81 Senate Bill No. 434 Time

NAME	YES	NO
Senator Mart Etchart	✓	
Senator Tom Hager	✓	
Senator Frank Hazelbaker	✓	
Senator Elliott	✓	
Senator Tveit	✓	
Senator Manning	✓	
Senator Graham	✓	
Senator Healy	✓	
Senator Stimatz	✓	

Carol Doyle Frasier
CAROL DOYLE FRASIER
Secretary

Mark Etchart
SENATOR MARK ETCHART
Chairman

Motion: Do Pass as amended

(include enough information on motion--put with yellow copy of committee report.)

SUGGESTED AMENDMENTS TO SB 434

1. Title, line 6.
   Following: "WIDTH"
   Insert: ", EXCLUDING THE STEERING AXLE,"
   Strike: ~~"560"~~ "550"
   Insert: "600"

2. Page 4, line 22.
   Following: "width"
   Insert: ", excluding the steering axle,"
   Strike: ~~"560"~~ "550"
   Insert: "600"

3. Page 7, line 5.
   Following: "width"
   Insert: ", excluding the steering axle,"
   Strike: ~~"560"~~ "550"
   Insert: "600"

STANDING COMMITTEE REPORT

February 17 19 81

MR. President:

We, your committee on Highways and Transportation

having had under consideration Senate Bill No. 434

Respectfully report as follows: That Senate Bill No. 434

introduced bill no. 434 be amended as follows:

1. Title, line 6.
Following: "WIDTH"
Insert: ", EXCLUDING THE STEERING AXLE,"
Strike: "550"
Insert: "600"

2. Page 4, line 22.
Following: "width"
Insert: ",excluding the steering axle,"
Strike: "550"
Insert: "600"

3. Page 7, line 5.
Following: "width"
Insert: ",excluding the steering axle,"
Strike: "550"
Insert: "600"

~~DO PASS~~
AND, AS SO AMENDED
DO PASS

JRF

Senator Mark Etchart Chairman.

STATE PUB. CO.
Helena, Mont.